

THE VALLEY CLARION

Published Weekly.

JAY M. SEE, Editor.

A PLEA FOR SCREENS.

(BY BOB FRASER.)

At the depot was an exceedingly handsome young lady of eighteen or twenty, dressed in the height of fashion. She was among the passengers waiting the arrival of the train; it came and she essayed to enter a car. She approached the step and then halted in an embarrassed manner. The "trouble" took her suit case in one hand and reached out with the other to assist her, but noticing her actions stepped back with a puzzled look on her face and a smile, as much as to say, "Well, it's up to you." Meanwhile the girl was holding one foot half way up and then the other and acting very much like a boy treading hay in his father's barn, only her feet were moving about three times as fast. But she found it impossible to take a fifteen-inch step up in a ten-inch skirt. Just then the conductor's "all aboard" sounded along the line. In another instant the cars began to move and in sheer desperation she grabbed her skirts up to her knees and skipped aboard that moving car like a rabbit going into its hole in a tree, with the hounds but a foot behind it.

OUR WEEKLY STORY.

(BY SIMON GOLDBERG.)

The heroes of Ireland, England and Scotland were all three brought into court. Paddy was charged with stealing a cart, the Englishman a horse, and the Scot a cow.

The Scotchman was questioned as to where he got the cow, and he said he had it since it was a calf.

The Englishman said that the horse was his since it was a foal.

When Paddy was questioned he felt somewhat embarrassed, but after a while he spoke up boldly: "Shure,

yer honor, I have had the auld cart since it was a wheelbarrow."

Not Restrained, We Hope.

(Viola Enterprise.)

We are told that Rhuben Huntley was the only prominent democrat in town who did not get to shake the hand of Roger Sullivan Wednesday morning.

E. L. Sullivan left Tuesday for Peoria to buy holiday goods and transact other business. He will also visit in Farmington and Canton before returning home. These plans did not materialize however as he was back home in the evening.

Not All Rubes Live in Country.

A Chicago man received from the department of commerce in Washington several days ago a copy of the publication of 1,400 pages, entitled "The Commerce and Navigation of the United States." On the left hand corner of the envelope was the usual legend, "Return in five days." The department received a letter from the Chicagoan, who said he had been sitting up nights in order to read the publication, but had been unable to do so within the "five days." He asked permission to keep the book three days longer.

An Alton Debauch.

(Alton Times.)

The band concert held in the park here was also a success. It was a grand affair, bringing people into town from the farms after a week spent in hard labor, where they can do their shopping and meet their friends and be served by the cries of the band boys to ice cream, cake and sandwiches.

Mistouri Discovery.

(Palmira Spectator.)

Quite a number enjoyed looking at

the circle around the sun Monday. The almanac predicted that a severe storm would pass over in three days. We have about come to the conclusion that all signs fall in dry weather.

Why He Returned Home.

(Sterling Standard.)

Seth Gray has returned from Princeton, where he spent his sum.

Another puzzling thought occurs in the perusal of the need for grain to feed the fighting millions. Why does it suddenly appear extraordinary that men eat just as soon as war is announced?

New Kansas Step.

(Juka, Kans., Index.)

The people of this community are waking up. Each day sees them take a step forward, a step in advance, a step into the future.

Knocking His Business.

(Bridgeport, Conn., Standard.)

Undertaker in San Antonio saves three men from drowning. Some people couldn't make a success of any business, it would seem.

High Finance.

(Jackson, Mich., Patriot.)

Arrangements are being made to release Frank LeMaitre, convicted of deserting a minor child, on a \$300 bond, he having succeeded in getting the father of one of his sons to sign a bond for him.

Keeping Paper Mills Busy.

(Chubbuck, Ind., Busco Paper.)

This issue we are adding two more quires, (forty-eight copies) to fill the demand of our increasing circulation. It was hard work with our last issue to make our papers reach our circulation. We used soiled copies and cut out a lot of "deadheads" to have papers enough to fill our list and did not have a single copy left over.

Highly Probable.

(Quincy Herald.)

She was removed to Blessing hospital on order of the physician. The woman is sick.

Not All Pleasure in Kansas.

Harold Peterson is back in Moline after a brief stay in Kansas, where he went to work in the grain fields, he quitting before the season was over because the treatment was not up to

promises. Harold probably expected a banker's diet on a farm hand's income. He discovered that in Kansas the boys on the farms really are obliged to work and subsist on ordinary food, minus evening automobile rides and moving picture parties.

Strenuous Workers.

(Junction City, Ark., Press.)

Norman Tucker and Jesse Hall carried their best girls to Caledonia last Sunday.

Hard Blow for Collector.

Many of our folks have found a new excuse for not paying their bills just now, citing the action of the banks requiring 60 days' notice before savings accounts can be tapped. Some of those we know who are employing the ruse never were on the inside of a bank.

W. K. Barber Moves.

Bill Furlong, our w. k. barber, is deserting Fourth avenue for Third, having taken a location opposite Spencer square and having it fixed up in tip top fashion, making it one of the neatest in these parts. In his line Bill has few equals, as many of our best known residents will testify, and with his base of operations nearer to the busy section of the city doubtless he will do an increasing business, as he deserves to.

No Doubt of It.

Editor Clarion: Would it be out of place, in the vernacular of the stage, to suggest that E. J. Gunn, the new general secretary of our Young Men's Christian association, will be a sure-fire hit from the start? L. E. B.

Getting New Ideas.

H. Copp, our plow maker, has been visiting factories in the east the past w.k., learning new ideas in his line.

Our Vaudeville Season.

E. Dolly, all browned and feeling like a giant, is back in town after a sojourn at the Indiana lakes, ready to regale our folks with new vaudeville stunts, he having booked some good things for the coming season, scratch in the o. f. acrobat and the performing animals.

Sees Glacier Pk.

Miss D. Oden, the pop. passenger agent of the Q road, has been telling our people all about Glacier Park, in Montana, she visiting there as a member of a party of railroad agents. She advises all who have the price not to fail to see the wondrous beauties of the park. Her line does not run direct there, but she can get you part of the way.

Wilson's Neutrality Decree

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

"Whereas a state of war unhappily exists between Austria-Hungary and Serbia and between Germany and Russia and between Germany and France; and whereas the United States is on terms of friendship and amity with the contending powers and with the persons inhabiting their several dominions;

"And whereas there are citizens of the United States residing within the territories or dominions of each of the said belligerents and carrying on commerce, trade or other business or pursuits therein;

"And whereas there are subjects of each of the said belligerents residing within the territory or jurisdiction of the United States and carrying on commerce, trade or other business or pursuits therein;

"And whereas the laws and treaties of the United States, without interfering with the free expression of opinion and sympathy or with the commercial manufacture or sale of arms or munitions of war, nevertheless impose upon all persons who may be within their territory and jurisdiction the duty of an impartial neutrality during the existence of the contest;

"And whereas it is the duty of a neutral government not to permit or suffer the making of its waters subservient to the purposes of war;

"Now, therefore, I, Woodrow Wilson, president of the United States of America, in order to preserve the neutrality of the United States and of its citizens, and of persons within its territory and jurisdiction, and to enforce its laws and treaties, and in order that all persons, being warned of the general tenor of the laws and treaties of the United States in this behalf, and of the law of nations, may thus be prevented from any violation of the same, do hereby declare and proclaim that by certain provisions of the act approved on the fourth day of March, A. D. 1909, commonly known as the penal code of the United States, the following acts are forbidden to be done, under severe penalties, within the territory and jurisdiction of the United States to-wit:

- "1. Accepting and exercising a commission to serve either of the said belligerents by land or by sea against the other belligerent.
- "2. Enlisting or entering into the service of either of said belligerents as a soldier, or as a marine, or seaman on board of any vessel of war, letter of marque, or privateer.
- "3. Hiring or retaining another person to enlist or enter himself in the service of either of the said belligerents as a soldier, or as a marine, or seaman on board of any vessel of war, letter of marque, or privateer.
- "4. Hiring another person to go beyond the limits or jurisdiction of the United States with intent to be enlisted as aforesaid.
- "5. Hiring another person to go beyond the limits of the United States with intent to be entered into service as aforesaid.
- "6. Retaining another person to go beyond the limits of the United States

with intent to be enlisted as aforesaid.

"7. Retaining another person to go beyond the limits of the United States with intent to be entered into service as aforesaid. (But the said act is not to be construed to extend to a citizen or subject of either belligerent who, being transiently within the United States, shall, on board of any vessel of war, which, at the time of its arrival within the United States, was fitted and equipped as such vessel of war, enlist or enter himself or hire or retain another subject or citizen of the same belligerent, who is transiently within the United States, to enlist or enter himself to serve such belligerent on board such vessel of war, if the United States shall then be at peace with such belligerent.)

"8. Fitting out and arming, or attempting to fit out and arm, or procuring to be fitted out and armed, or knowingly being concerned in the furnishing, fitting out or arming of any ship or vessel with intent that such ship or vessel shall be employed in the service of either of the said belligerents.

"9. Issuing or delivering a commission within the territory or jurisdiction of the United States for any ship or vessel to the intent that she may be employed as aforesaid.

"10. Increasing or augmenting or procuring to be increased or augmented or knowingly being concerned in increasing or augmenting the force of any ship of war, cruiser or other armed vessel, which at the time of her arrival within the United States was a ship of war, cruiser or armed vessel in the service of either of the belligerents or belonging to the subjects of either, by adding to the number of guns of such vessels or by changing those on board of her for guns of a larger caliber or by the addition thereto of any equipment solely applicable to war.

"11. Beginning or setting on foot or providing or preparing the means for any military expedition or enterprise to be carried on from the territory or jurisdiction of the United States against the territories or dominions of either of the said belligerents.

"12. I do hereby further declare and proclaim that any frequenting and use of the waters within the territorial jurisdiction of the United States by the armed vessels of a belligerent, whether public ships or privateers, for the purpose of preparing for hostile operations or as posts of observation upon the ships of war or privateers or merchant vessels of a belligerent lying within or being about to enter the jurisdiction of the United States must be regarded as unfriendly and offensive and in violation of that neutrality which it is the duty of this government to observe, and to the end that the hazard and inconvenience of such apprehended practices may be avoided I further proclaim and declare that from and after the fifth day of August instant and during the continuance of the present hostilities between Austria-Hungary and Serbia and Germany and Russia and Germany and France no ship of war or privateer of any belligerent shall be permitted to make use of any port, harbor, roadstead or

waters subject to the jurisdiction of the United States from which a vessel of an opposing belligerent (whether the same shall be a ship of war, a privateer or a merchant ship) shall have previously departed until after the expiration of at least 24 hours from the departure of such last mentioned vessel beyond the jurisdiction of the United States.

"If any ship of war or privateer of a belligerent shall, after the time this notification takes effect, enter any port, harbor, roadstead or waters of the United States, such vessel shall be required to depart and to put to sea within 24 hours after her entrance into such port, harbor, roadstead or waters, except in case of stress of weather or of her requiring provisions or things necessary for the subsistence of her crew, or for repairs; in any of which cases the authorities of the port or of the nearest port (as the case may be), shall require her to put to sea as soon as possible after the expiration of such period of 24 hours, without permitting her to take in supplies beyond what may be necessary for her immediate use, and no such vessel which may have been permitted to remain within the waters of the United States for the purpose of repair shall continue within such port, harbor, roadstead or waters for a longer period than 24 hours after her necessary repairs shall have been completed, unless within such 24 hours a vessel, whether ship of war, privateer or merchant ship of an opposing belligerent shall have departed therefrom in which case the time limited for the departure of such ship of war or privateers shall be extended so far as may be necessary to secure an interval of not less than 24 hours, between such departure and that of any ship of war, privateer or merchant ship of an opposing belligerent which may have previously quit the same port, harbor, roadstead or waters.

"No ship of war or privateer of a belligerent shall be detained in any port, harbor, roadstead or waters of the United States more than 24 hours, by reason of the successive departures from such port, harbor, roadstead or waters of more than one vessel of an opposing belligerent. But if there be several vessels of opposing belligerents in the same port, harbor, roadstead or waters, the order of their departure therefrom shall be so arranged as to afford the opportunity of leaving alternately to the vessels of the opposing belligerents, and to cause the least detention consistent with the objects of this proclamation.

"No ship of war or privateer of a belligerent shall be permitted, while in any port, harbor, roadstead or waters within the jurisdiction of the United States to take in any supplies except provisions and such other things as may be requisite for the subsistence of her crew and except so much coal only as may be sufficient to carry such vessel, if without any sail power, to the nearest port of her own country, or, in case the vessel is rigged to go under sail, and may also be propelled by steam power, then with half the quantity of coal which she would be entitled to receive if dependent upon steam alone and no coal shall be again supplied to any such ship of war or privateer in the same or any other port, harbor, roadstead or waters of the United States without special permission until after the expiration of three months from the time when such coal may have been last supplied to her within the waters of the United States, unless such ship of war or privateer shall, since last thus supplied, have entered a port of the government to which she belongs.

"And I do further declare and proclaim that the statutes and the treaties of the United States and the law of nations alike require that as persons within the territory and jurisdiction of the United States shall take part, directly or indirectly, in the said wars, but shall remain at peace with all of the said belligerents, and shall maintain a strict and impartial neutrality.

"And I do hereby enjoin all citizens of the United States and all persons residing or being within the territory or jurisdiction of the United States, to observe the laws thereof and to commit no act contrary to the provisions of the said statutes or treaties or in violation of the law of nations in that behalf.

"And I do hereby warn all citizens of the United States, and all persons residing or being within its territory or jurisdiction that, while the free and full expression of sympathy in public and private is not restricted by the laws of the United States, military forces in aid of a belligerent cannot lawfully be originated or organized within its jurisdiction, and that, while all persons may lawfully and without restriction by reason of the aforesaid state of war manufacture and sell within the United States arms and munitions of war and other articles ordinarily known as contraband of war, yet they cannot carry such articles on the high seas for the use or services of a belligerent, nor can they transport soldiers and officers of a belligerent, or attempt to break any blockade which may be lawfully established and maintained during the said war without incurring the risk of hostile capture and the penalties denounced by the law of nations in that behalf.

"And I do hereby give notice that all citizens of the United States and others who may claim the protection of this government, who may misconduct themselves in the premises, will do so at their peril, and that they can in no wise obtain any protection from the government of the United States against the consequences of their misconduct.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the city of Washington this fourth day of August, in the year of our Lord one thousand nine hundred and fourteen, and of the independence of the United States of America the one hundred and thirty-eight."

EMPIRE THEATRE

SPECIAL

Tonight and Sunday

THE REAL Mexican War Pictures

4 REELS

A Real Treat

KEEPING UP THE FIGHT FOR ANDALUSIA HARBOR

Andalusia, Ill. Aug. 7.—Editor Argus: Following is a copy of a letter signed by Dan C. Kingman, chief of engineers U. S. Army, dated July 31, 1914, addressed to Hon. Clyde H. Tavenner:

Sir: Replying to your letter of July 15 with enclosures protesting against the reerection of certain dams in the Mississippi river above Andalusia, I have the honor to inform you that a report has been received from the district officer, from which it appears that the residents of Andalusia are unnecessarily alarmed, as the district officer does not propose to close the Andalusia dam at present, but he claims that he is waiting to decide on proper steps when the river subsides somewhat from its present high stage. He further claims as follows:

"The river and harbor act of June 14, 1880, ordered a survey of the Mississippi river at Andalusia, Ill. The survey was promptly made and a report and project was rendered by this officer Dec. 17, 1880, with an estimate of \$18,000 for performing the necessary work. The primary object of the proposed improvement was to better the conditions of the Andalusia landing, which had become choked with silt and sand, as well as at the crossing thereto from the main river between islands 321 and 320, but all work was also projected with a view to the improvement of the main river, which is now and always has been on the north or Iowa side. The project comprised the construction of a dam closing Andalusia chute at its head; the protection of the shore of island 321 for about 900 feet; the construction of a dam to close the narrow passage between islands 320 and 319, and of a third dam to close the passage between islands 319 and 318. It was expected that a strong current would result down the Andalusia side from the head of Smith's island (No. 317) through the Andalusia landing and along the crossing or cut off between islands 320 and 321, and that this current would remove deposits in front of Andalusia, and in the cut-off. In the latter case the results were very good, but at the landing not especially so, so that in 1897 a landing pier 270 feet long was built by the government, and on several occasions some dredging has been done. . . . In 1903 as the elimination of deposits at the Andalusia landing was not successful, it was at first intended to rebuild the dam, which had greatly deteriorated, but it was finally decided to dredge an opening in the dam in order to start a current along the landing and incidentally to aid the passage of small boats in the chute. . . . The projected main channel on the Iowa side was reduced from 1000 to 800 feet to permit a portion of Andalusia slough to remain open. It is now considered a part of the six foot channel project to so diminish from head of island 317 (Smith's), to the foot of the slough at Fairport and it would not be permissible to close Andalusia chute entirely at its head or below Andalusia without a radical change of projects, which is not anticipated. It may be said that all of the work done in vicinity of Andalusia would have been required in carrying out the six-foot channel project, and that that project is now so well advanced, that its aim is nearly accomplished, the six-foot channel having been secured except at two or three places, which a little dredging will further improve, said improvement extending from head of island 317 to and below Fairport covering the stretch also occupied by Andalusia slough. . . . In 1875, shortly before the project was adopted there were six bars with less than 3 1/2 feet at low water in Andalusia slough, and in the main channel none at all. In 1913 there were about 20 places of less than 3 1/2 feet, and seven less than three feet at low water, while in the improved channel there were no places less than 4 1/2 and only two with less than six feet."

This matter has also had consideration by the division engineer, Col. C. McD. Townsend, corps of engineers, St. Louis, Mo., and he concurs with the views of the district officer as stated in the foregoing report. It may be added that less than one-fourth of the volume of the Mississippi river goes down the Illinois side of the channel, and that the Andalusia channel is not shorter than the main chan-

nel, but on the contrary, a trifle larger. This matter has always been considered on its merits as an engineering question, and the work done has been that which is in the best interests of the entire navigation interests of the Mississippi river, including those of Andalusia as well as of other places.

Very respectfully,
DAN C. KINGMAN,
Chief of Engineers, U. S. Army.

The second paragraph foregoing, under quotation, contains in the main the report of Major Hoffman, the district engineer at Rock Island, to the chief of engineers. In one omitted portion of the report the major says: "The south channel on which Andalusia is situated has never been the main channel of the river, being much obstructed by rocks and sand bars so as to make it un navigable by larger boats except at high stages of water." This appears somewhat at variance with the opinion of old river men who assert that years ago the Illinois channel now called the Andalusia slough by the government engineers was preferably much used by the large steamers. In another portion of his report, here omitted, Major Hoffman says that the "Andalusia slough is not sufficiently wide for the main channel." Large lumber rafts required elbow room though little depth, and could be best handled in the north or Iowa channel. The time for towing of lumber and log rafts has passed. It would be worrying to the raft pilots nowadays to maneuver their craft among and past the numerous wing dams in the main channel of the Mississippi. There is no place in the Illinois channel where the largest steamers could not successfully pass each other, or could not have passed the other before the engineers caused placing of obstructions to the channel. In his report the major incidentally remarks that in 1913 there were upward of 20 places of less than 3 1/2 feet in the Illinois channel as against six such places in 1875.

The "cut-off" mentioned, between islands 320 and 321, is the gap opposite the village of Andalusia. The landing pier at Andalusia would have been useful had it been constructed higher and wider. Of the pumping of mud and sand, i. e., the dredging, we landshoremans fail to see economy in pumping mud and sand into the channel of a few rods distant and from where it is washed to cause obstruction elsewhere instead of being dumped ashore, and, if necessary, ripped up.

Major Hoffman in his report says, "The six-foot channel having been secured from head of island 317 (Smith's) to and below Fairport, it would not be permissible to close Andalusia chute either at its head or below Andalusia." He also says in substance that through the cut-off from Andalusia to the head of Smith's island is part of the six-foot channel project.

The people of Andalusia—of west Rock Island county—have conceded and are willing to concede that the work planned by the government engineers was for the best interests of the entire navigation interests of the Mississippi river. That is why there was no objection filed against construction of the dam across the Illinois channel below Andalusia in 1884; that was our mistake. We do not propose to be caught napping again. When three well known gentlemen from Andalusia, representing Andalusia's citizens visited the district engineer's office last June they were told that they—the engineers—had orders to create a six-foot channel; that it would not make any difference what our congressman and our U. S. senators would do or would try to do, the order to establish the six-foot channel would be obeyed if necessary by closing the Andalusia chute and reerection of the dam at Andalusia. The people of Andalusia and west Rock Island county are glad that a six foot depth has been obtained in the Iowa channel, but they will not willingly permit further wrecking of their interests by spoilation of the Illinois channel.

Very truly,
R. E. REEDE.

Special rates on the ladies' and children's excursions on steamer Sidney Wednesday and Thursday afternoons. (Adv.)

Riley Looks Healthy For Dying Man



James Whitcomb Riley and Otis Skinner

Since the illness which he suffered some three years ago James Whitcomb Riley, the great Indiana poet, has been reported in erroneous dispatches as being in a grave state of health, when, as a matter of fact, the poet's health has been improving constantly. After spending the last winter and spring in Florida, where he was upon the completion of the arduous task of assisting in the compilation of his complete works, he returned to his home in Indianapolis, feeling, as he expressed it, better than when he was a boy.

A few days ago Otis Skinner, the actor, visited friends in Indianapolis, where he goes for throat treatment after each theatrical season. While there, as has been his wont for a number of years, he spent a great deal of time with Riley.

Riley had promised a southern friend that as soon as he should return to his home he would send him a photograph, and Skinner, it seems, had made a similar promise to the gentleman when he played in his city the last time. Hence it was agreed between the poet and the actor to have a picture taken together to send to their mutual friend.

between Riley and Skinner may be said to have resulted from their interest in dramatic work. If Riley never achieved a place among the professional theatrical celebrities it was because he did not have the inclination. The story is told of a visit he once made to London when he was the guest of honor at a banquet given by Sir Henry Irving and Couquelin, the French tragedian. After dinner Riley was called upon to recite some of his compositions, and after he had completed, Irving is said to have turned to Couquelin and remarked:

"When this man refused to take the boards in earnest the American stage lost its greatest actor."

"Yes," the Frenchman replied, "for he has naturally what such as you and I, my friend, have worked years to attain and are not sure even now that we have achieved."

During his last visit to the poet's home Skinner carried with him the script of his new play and spent an entire afternoon going over it with the poet. Whenever a new volume of Riley's poetry is published a copy of the first printing, autographed by the poet, is immediately sent to his actor friend.

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and you are sure to be well rewarded. You will enjoy your meals, the appetite will be keen, the digestion will be good and the action of the liver and bowels will be normal. This really constitutes good health. But, there will come a time when weakness is manifested, when help is needed promptly; then you should take

HOSTETTER'S Stomach Bitters

It soothes and strengthens the entire digestive system and is bound to help you very materially. A 60 years' record is back of it.

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